



# New Hampshire Ave at Powder Mill Rd and Elton Rd LATIP Fee – Amended Analysis

Tommy Douglas Conference Center  
May 24, 2018

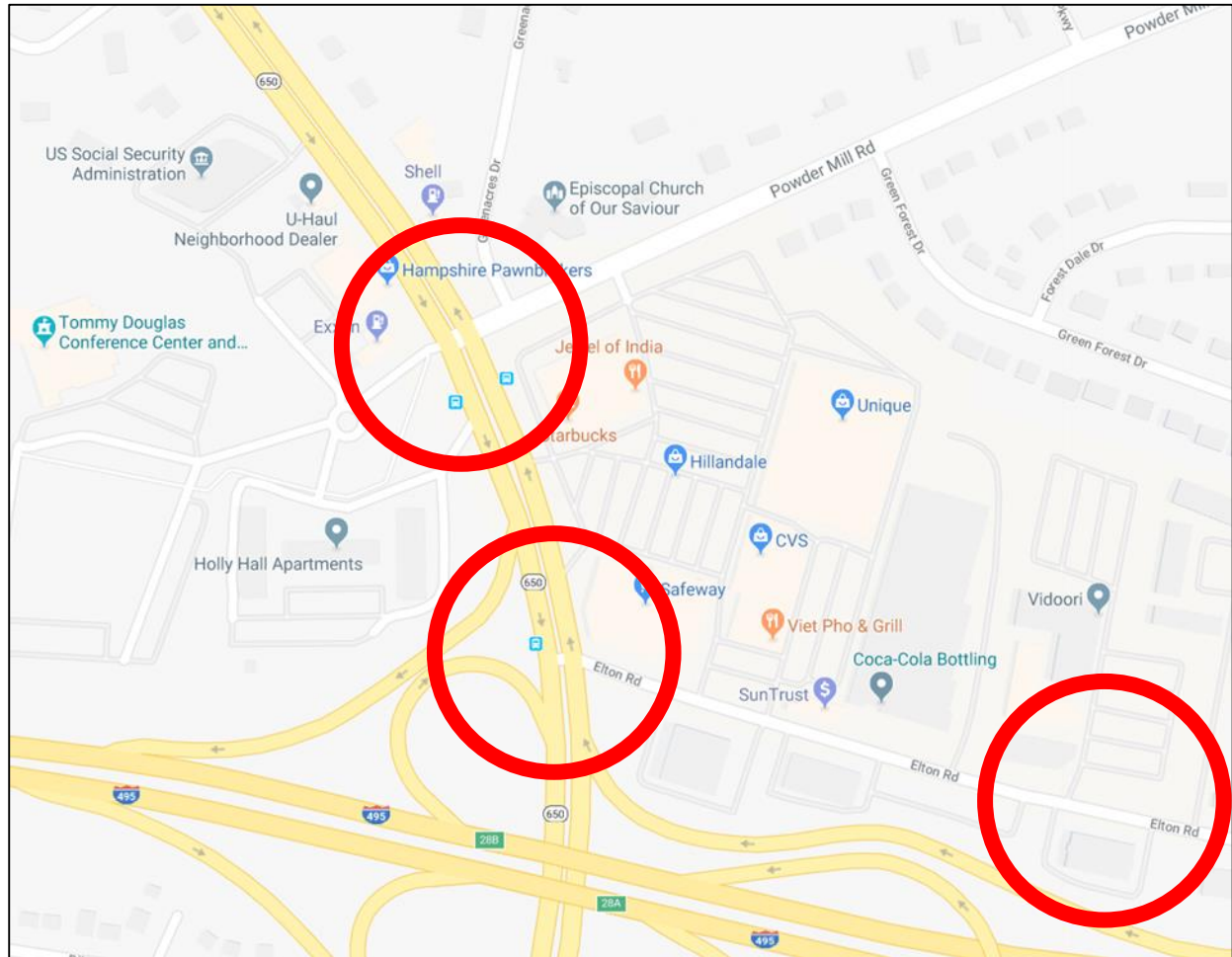
# Agenda

- Introductions
- Why We're Here
- Getting Your Bearings
- LATIP Overview
- Hillandale Analysis Findings
- Alternatives
- What Comes Next &  
How to Get Involved

# Why We're Here

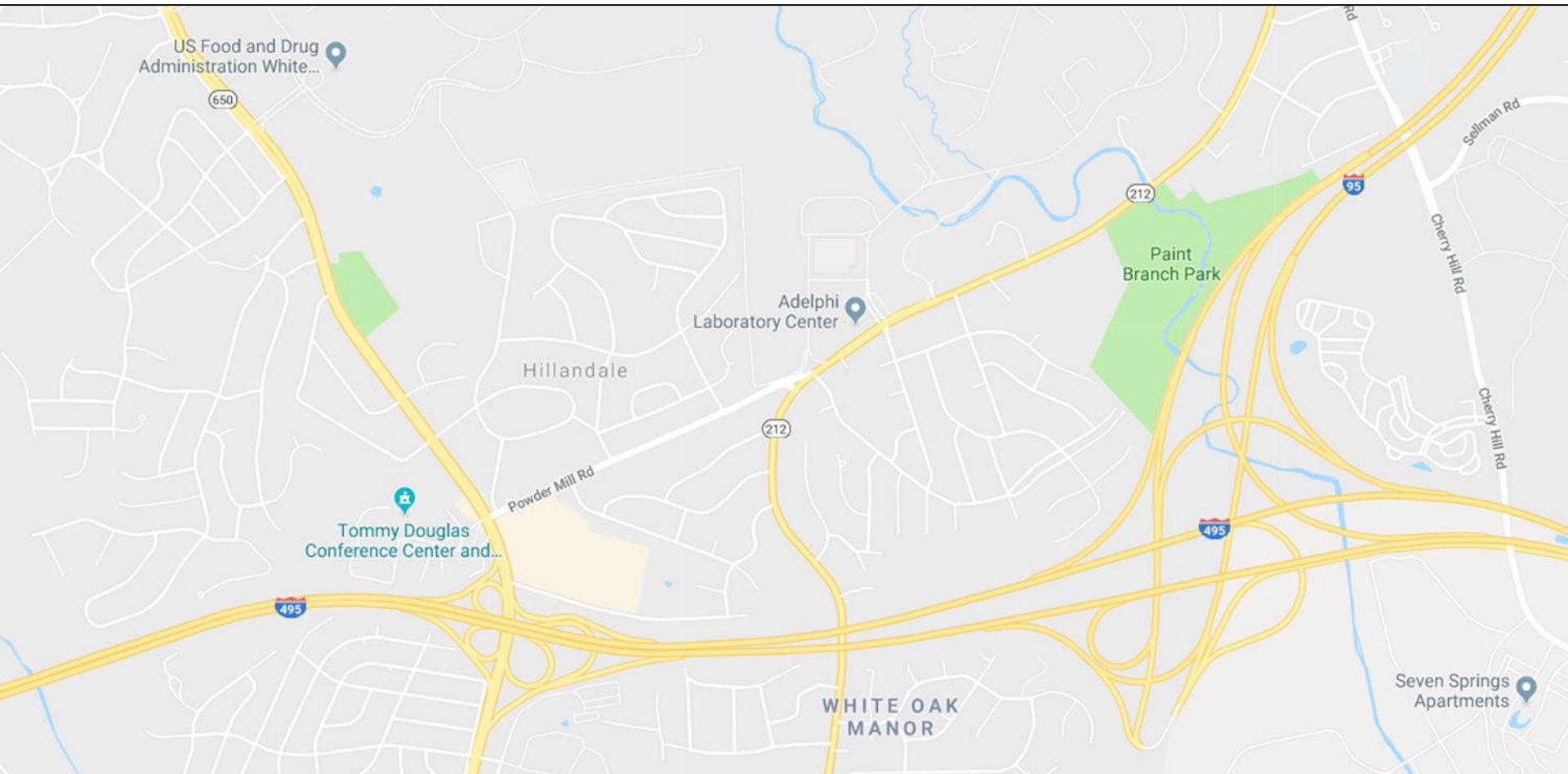
- New Hampshire and Powder Mill
- New Hampshire and Elton
- Traffic calming along Elton
- Public Hearing

- **Why We're Here**
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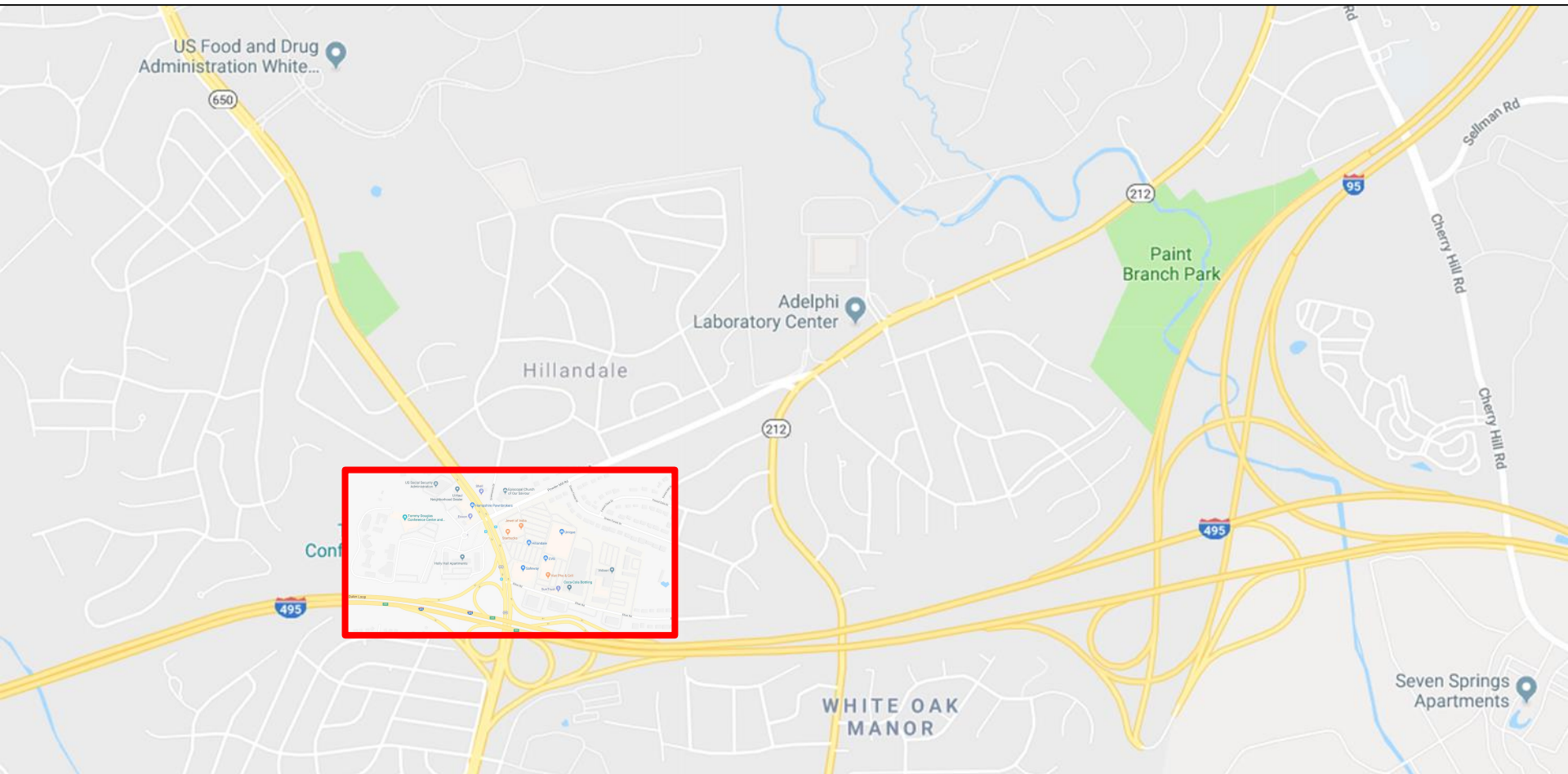
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# Getting Your Bearings

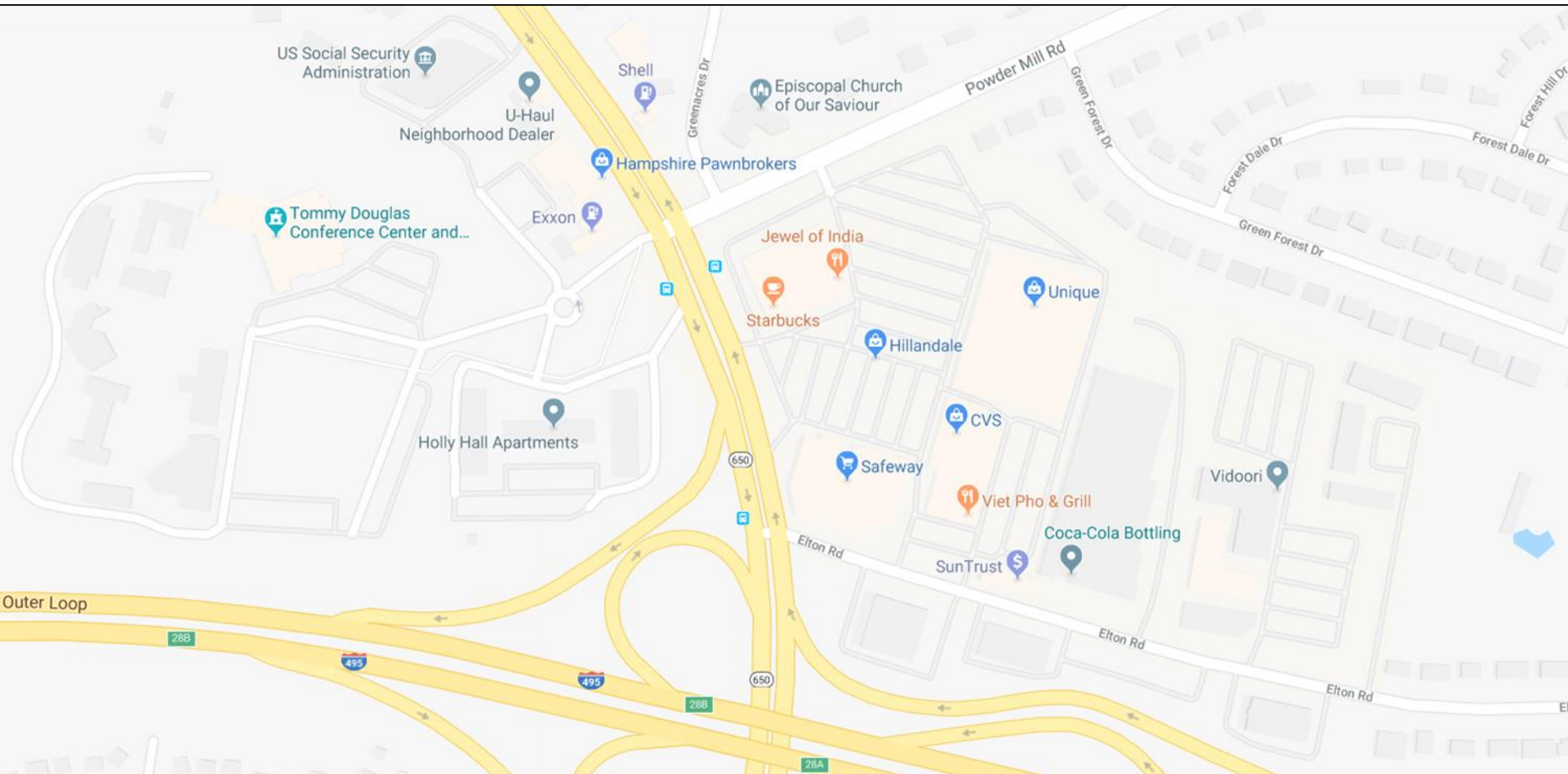
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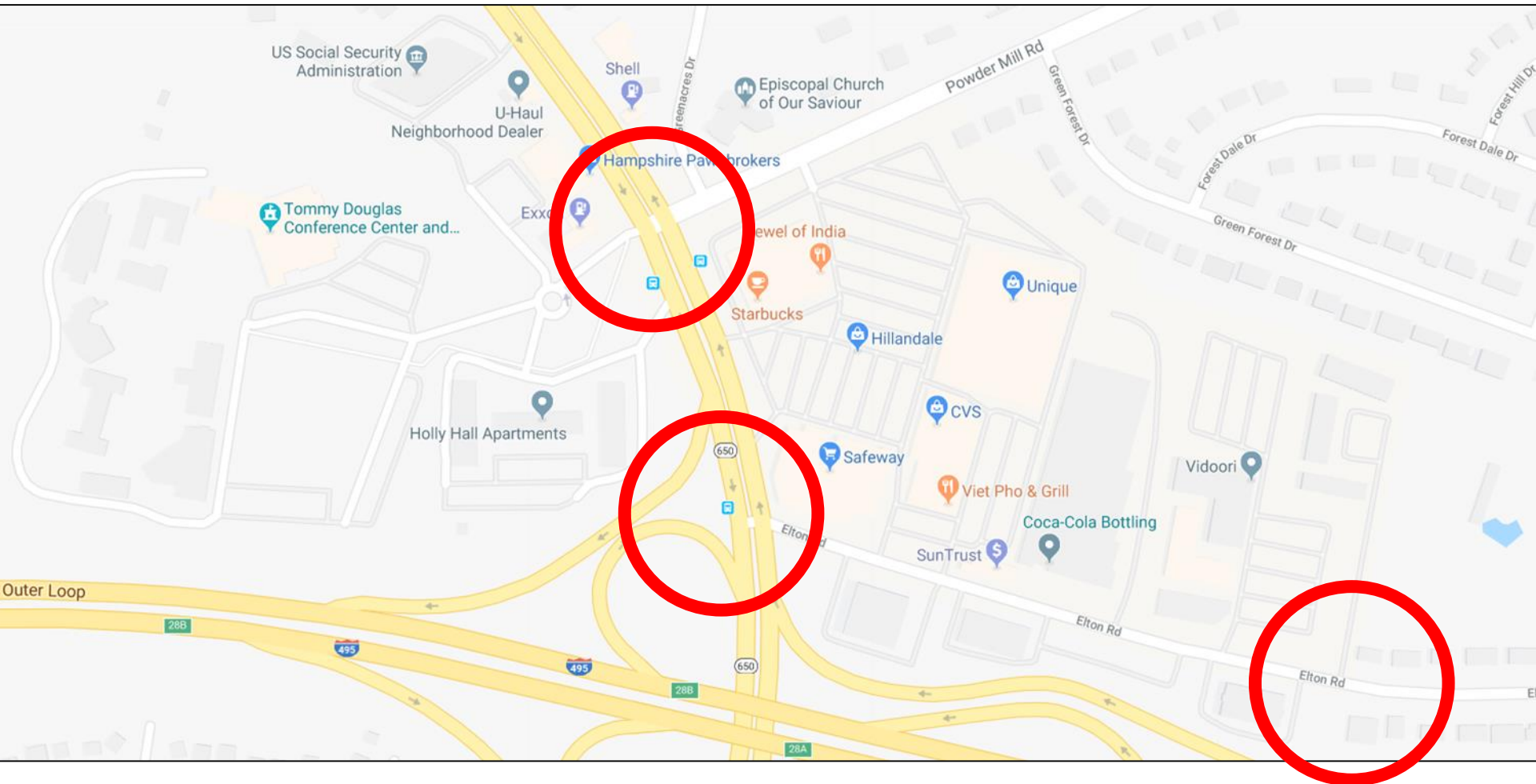
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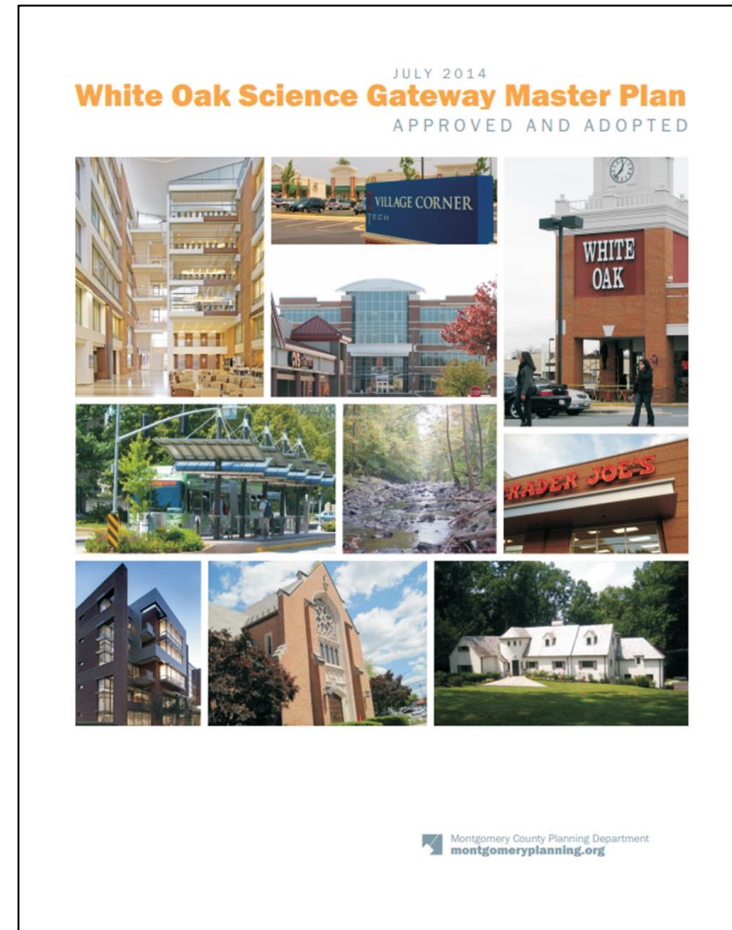
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# LATIP Overview

- **July 2014**  
**WOSG Master Plan**
- Sep 2014  
LATIP Conception
- July 2015  
Scope Finalized
- Feb 2017  
Council Approval

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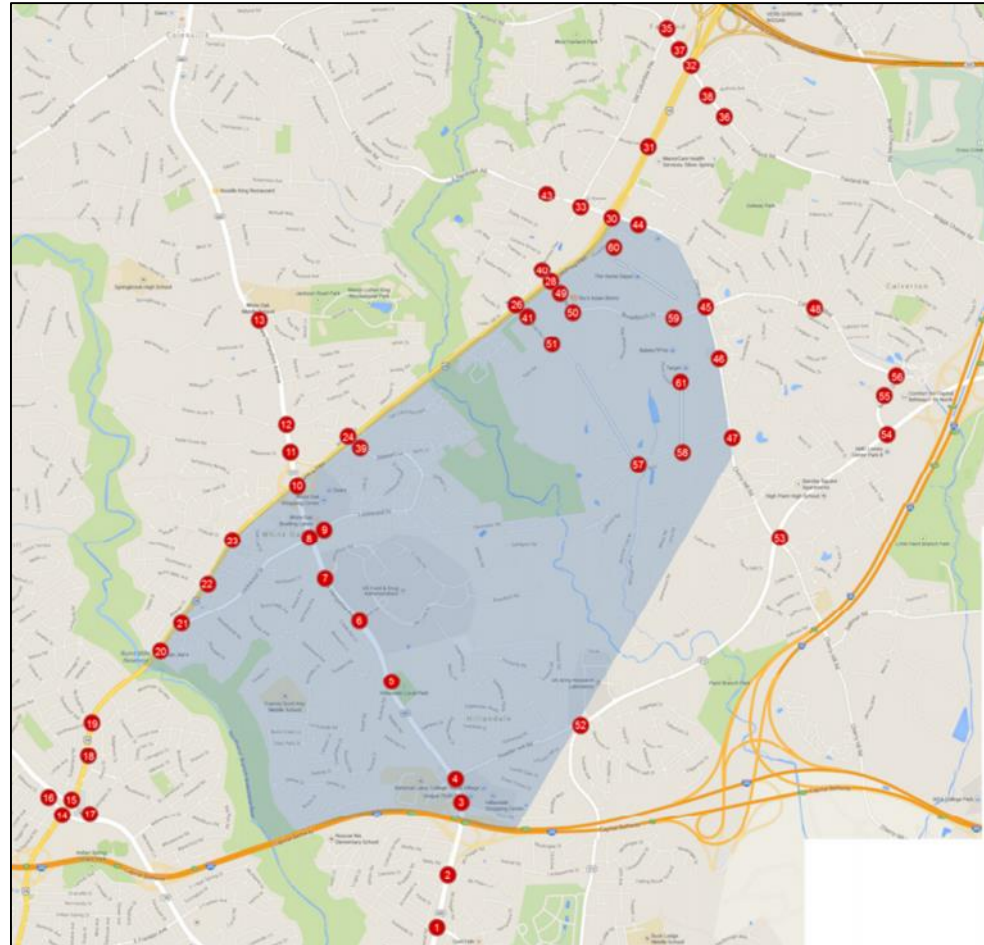
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	Project	Approved Total Cost	County / State	Developers	UMP	Notes
Interchanges	Stewart La	\$ 130,000,000	\$ 130,000,000	\$ -	\$ -	Fairland/Margrove based on DRB estimates as of July 2016. Stewart La and Tech/Industrial based on DRB estimates as of September 2015. Greenacres and Blackburn Interchanges are included on account of being a significant distance outside of the plan area. Fairland/Margrove is included on account of being within 2 intersections distant of the plan area.
	Tech Rd / Industrial Pkwy	\$ 96,000,000	\$ 96,000,000	\$ -	\$ -	
	Fairland Rd / Musgrove Rd	\$ 139,000,000	\$ 139,000,000	\$ -	\$ -	
	<b>SUBTOTAL</b>	<b>\$ 365,000,000</b>	<b>\$ 365,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	
Transit Capital	US 29	\$ 63,800,000	\$ 63,800,000	\$ -	\$ -	BRT accounts for the space within the master plan area only. Full build-out of the system would be necessary for adequate functionality. Costs are based on a per mile estimate prepared for each by VHB. Circulation assumes 2 buses with approximately 2 replacements at 12 year increments. Operating costs not included.
	MD 650	\$ 64,100,000	\$ 64,100,000	\$ -	\$ -	
	Randolph Rd	\$ 13,900,000	\$ 13,900,000	\$ -	\$ -	
	Circulator	\$ 3,600,000	\$ -	\$ -	\$ 8,600,000	
	New Ride-On Service	\$ 12,400,000	\$ -	\$ -	\$ 12,400,000	
	Increased Ride-On 10 Service	\$ 9,000,000	\$ 6,000,000	\$ -	\$ 3,000,000	
	Increased Ride-On 21 Service	\$ 3,600,000	\$ 3,600,000	\$ -	\$ -	
	Increased Ride-On 22 Service	\$ 5,400,000	\$ 2,700,000	\$ -	\$ 2,700,000	
	Washington Adventist Hospital Transit Center	\$ 200,000	\$ -	\$ 200,000	\$ -	
	Hillandale Transit Center	\$ 500,000	\$ -	\$ -	\$ 500,000	
	Bus Stop Improvements	\$ 100,000	\$ -	\$ -	\$ 100,000	
	Bikeshare	\$ 4,600,000	\$ -	\$ -	\$ 4,600,000	
	Transportation Management District (TMD)	\$ 13,900,000	\$ 13,900,000	\$ -	\$ -	
	<b>SUBTOTAL</b>	<b>\$ 197,300,000</b>	<b>\$ 170,000,000</b>	<b>\$ 200,000</b>	<b>\$ 27,100,000</b>	
Intersections						These items are not explicitly in the Master Plan, but are outstanding needs identified for the area which could contribute toward a post, bike, and transit usage (and subsequently contribute toward achieving the NACMS goals for the policy area).
New Roads	A-105 (White Oak Shopping Center)	\$ 23,400,000	\$ -	\$ 23,400,000	\$ -	Assumed built by White Oak Shopping Center
	A-106 (Industrial Pkwy Extended)	\$ 49,500,000	\$ -	\$ 49,500,000	\$ -	Assumed built by Viva White Oak
	B-5 (Plum Orchard / FDA Blvd Connector)	\$ 18,300,000	\$ -	\$ 18,300,000	\$ -	Assumed built by Adventist Hospital & Viva White Oak
	B-6 (Plum Orchard Extended)	\$ 26,400,000	\$ -	\$ 26,400,000	\$ -	Assumed built by adjacent development.
	B-7 (Cherry Hill / Plum Orchard Connector)	\$ 8,600,000	\$ -	\$ 8,600,000	\$ -	Assumed built by adjacent development.
	<b>SUBTOTAL</b>	<b>\$ 126,200,000</b>	<b>\$ -</b>	<b>\$ 126,200,000</b>	<b>\$ -</b>	
Roadway Widening	CM-10 US 29 (Columbia Pike) over MD 650	\$ 43,500,000	\$ 43,500,000	\$ -	\$ -	All projects are for road widening for either additional capacity or parking, and includes any master planned bridge infrastructure.
	A-105 Old Columbia Pike Bridge	\$ 12,000,000	\$ -	\$ -	\$ 12,000,000	
	A-105 Old Columbia Pike	\$ 58,100,000	\$ 53,100,000	\$ -	\$ 5,000,000	
	M-12 MD 650 (New Hampshire Ave)	\$ 5,900,000	\$ 5,900,000	\$ -	\$ -	
	P-16 Elton Rd	\$ 100,000	\$ 100,000	\$ -	\$ -	
	B-9 Broadbirch Dr	\$ 33,700,000	\$ 33,700,000	\$ -	\$ -	
	B-10 FDA Blvd	\$ 25,100,000	\$ -	\$ 25,100,000	\$ -	
	B-11 Tech Rd (south of Industrial Pkwy)	\$ 10,400,000	\$ -	\$ 10,400,000	\$ -	
	<b>SUBTOTAL</b>	<b>\$ 188,800,000</b>	<b>\$ 136,300,000</b>	<b>\$ 35,500,000</b>	<b>\$ 17,000,000</b>	
New Bypasses	M-10 US 29 (Columbia Pike)	\$ 2,800,000	\$ -	\$ -	\$ 2,800,000	Cost estimates based on DD+OTR evaluation on 2/10/2017.
	M-12 MD 650 (New Hampshire Ave)	\$ 4,600,000	\$ -	\$ -	\$ 4,600,000	
	A-94 Powder Mill Rd	\$ 3,400,000	\$ -	\$ -	\$ 3,400,000	
	A-106 Industrial Pkwy	\$ 8,400,000	\$ -	\$ -	\$ 8,400,000	
	A-107 Tech Rd (north of Industrial Pkwy)	\$ 2,700,000	\$ -	\$ -	\$ 2,700,000	
	A-108 Prosperity Dr	\$ 3,600,000	\$ -	\$ -	\$ 3,600,000	
	A-286 Lockwood Dr (west of New Hampshire Ave)	\$ 5,700,000	\$ -	\$ -	\$ 5,700,000	
	B-3 Elton Rd	\$ 500,000	\$ 500,000	\$ -	\$ -	
	<b>SUBTOTAL</b>	<b>\$ 33,700,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 33,200,000</b>	

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<b><u>INTERSECTIONS (purple)</u></b>		
• US 29 at Stewart Lane <sup>18</sup>		\$3,300,000
• US 29 at Industrial Pkwy <sup>18</sup>		\$4,400,000
• US 29 at Tech Road <sup>18</sup>		\$3,300,000
• US 29 at Randolph Rd / Cherry Hill Rd		\$2,000,000
• Tech Rd at Prosperity Dr / Old Columbia Pike <sup>18</sup>		\$2,300,000
• Tech Rd at Industrial Pkwy		\$4,400,000
• Broadbirch Dr at Tech Rd		\$1,700,000
• Broadbirch Dr at Cherry Hill Rd & Plum Orchard Dr		\$3,600,000
• MD 650 at Powder Mill Rd		\$5,000,000
• MD 650 at Lockwood Dr		<u>\$1,400,000</u>
	<b>Subtotal</b>	<b>\$31,400,000</b>
<b><u>TRANSIT (blue)</u></b> <sup>19</sup>		
• White Oak Circulator		\$2,400,000
• New Ride-On Service		\$8,400,000
• Increased Ride-On Service		\$3,800,000
• Hillandale Transit Center		\$500,000
• Bus Stop Improvements		\$100,000
• Bikeshare		<u>\$4,600,000</u>
	<b>Subtotal</b>	<b>\$19,800,000</b>
<b><u>BIKEWAYS (green)</u></b> <sup>19</sup>		
• M-10 US 29 (Columbia Pike)		\$2,800,000
• M-12 MD 650 (New Hampshire Ave)		\$6,600,000
• A-94 Powder Mill Rd		\$3,400,000
• A-105 Old Columbia Pike		\$5,000,000
• A-106 Industrial Pkwy		\$8,400,000
• A-107 Tech Rd		\$2,700,000
• A-108 Prosperity Dr		\$3,600,000
• A-286 Lockwood Dr		<u>\$5,700,000</u>
	<b>Subtotal</b>	<b>\$38,200,000</b>
Old Columbia Pike Bridge Reconstruction		\$12,000,000
LATR Analyses every 6 yrs, from 2017 to 2040		\$400,000
<b>Total Amount</b>		<b>\$101,800,000</b>

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<https://www.montgomerycountymd.gov/dot-dir/Resources/Files/LATR-WhitePaper.pdf>



**White Oak Science Gateway**  
LATR / LATIP  
Cost Estimating Analysis  
White Paper

December 2016  
Updated December 2017

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Or just search for...

**“White Oak LATIP”**

Exhibit 3 - LATIP Fee Projects

INTERSECTIONS (continued)	
• US 29 at Stewart Lane <sup>10</sup>	\$3,300,000
• US 29 at Industrial Pkwy <sup>10</sup>	\$4,400,000
• US 29 at Tech Road <sup>10</sup>	\$3,500,000
• US 29 at Randolph Rd / Cherry Hill Rd	\$2,000,000
• Tech Rd at Prosperity Dr / Old Columbia Pike <sup>10</sup>	\$2,500,000
• Tech Rd at Industrial Pkwy	\$4,400,000
• Broadbush Dr at Tech Rd	\$1,700,000
• Broadbush Dr at Cherry Hill Rd & Plum Orchard Dr	\$3,600,000
• MD 650 at Powder Mill Rd	\$5,000,000
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TRANSIT (continued)	
• White Oak Circulator	\$2,400,000
• New Ride-On Service	\$8,400,000
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• Hillandale Transit Center	\$500,000
• Bus Stop Improvements	\$100,000
• Bikeshare	\$100,000
<b>Subtotal</b>	<b>\$15,600,000</b>
ROADWAYS (continued)	
• M-10 / US 29 (Columbia Pike)	\$2,800,000
• M-12 / MD 650 (New Hampshire Ave)	\$6,600,000
• A-94 / Powder Mill Rd	\$3,400,000
• A-105 / Old Columbia Pike	\$5,000,000
• A-106 / Industrial Pkwy	\$8,400,000
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<b>Subtotal</b>	<b>\$38,200,000</b>
Old Columbia Pike Bridge Reconstruction	\$12,000,000
LATR Analyses every 6 yrs. from 2017 to 2040	\$400,000
<b>Total Amount</b>	<b>\$181,800,000</b>

<sup>10</sup> These could be removed if respective interchanges along US 29 are funded for construction.  
<sup>11</sup> On the basis that these will contribute toward NADMS, reducing issues encountered along US 29 and elsewhere.  
 All costs are over the 2040 lifetime of the plan. Operating costs are not included.

**MC DOT**  
Montgomery County Department of Transportation



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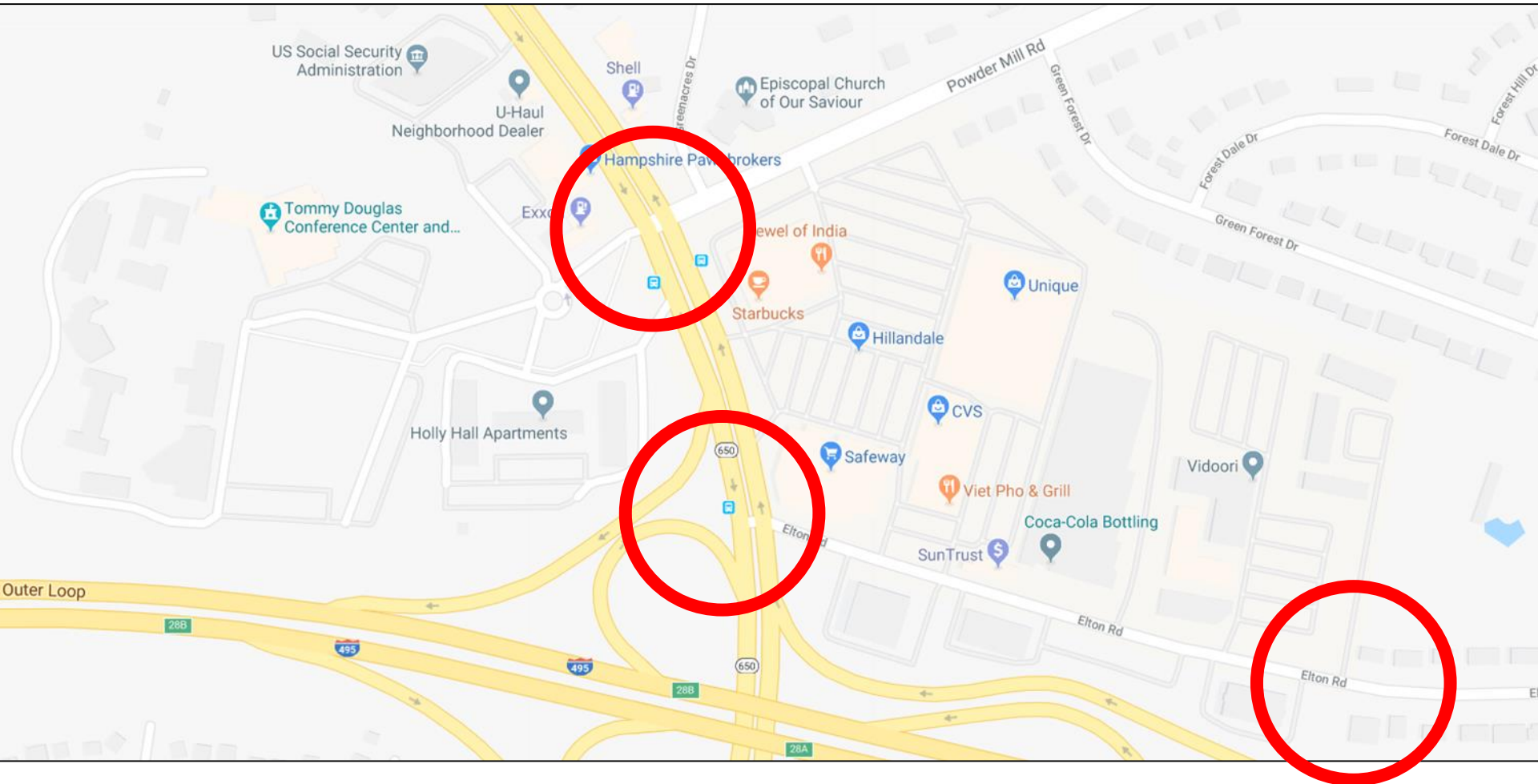
- Conflicting results for New Hampshire at Powder Mill Rd
- \$5,000,000 assigned as a placeholder estimate
- A future analysis was anticipated to identify necessary treatments

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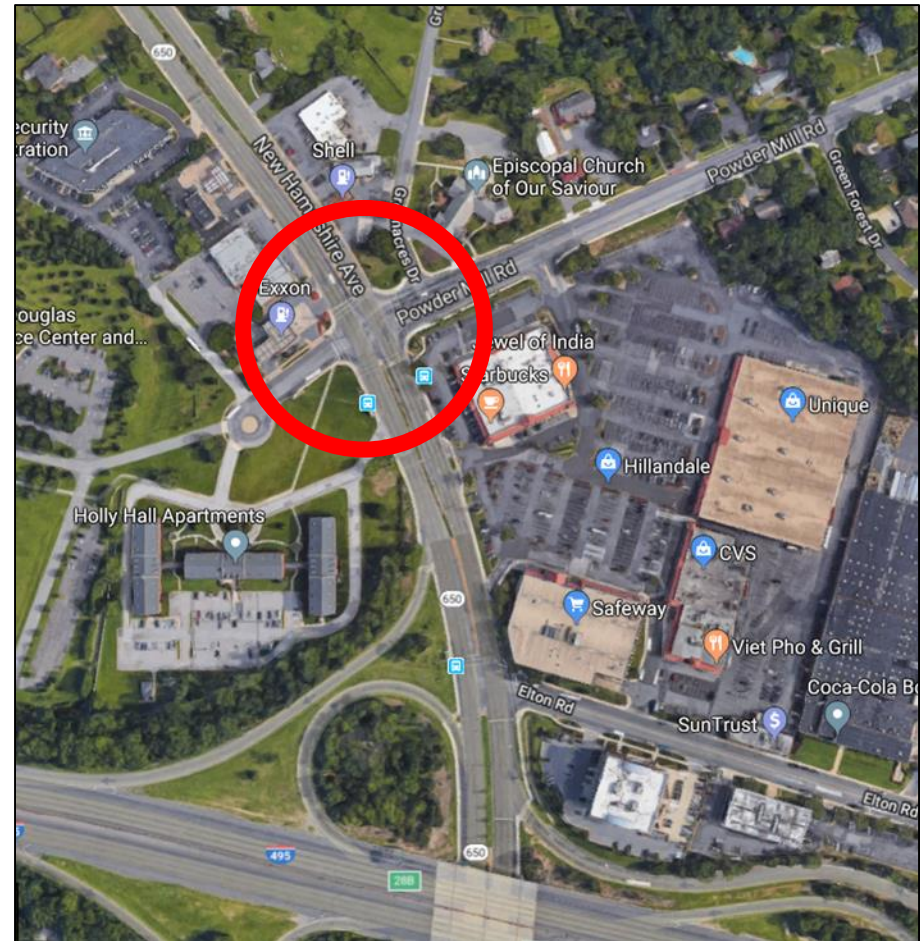
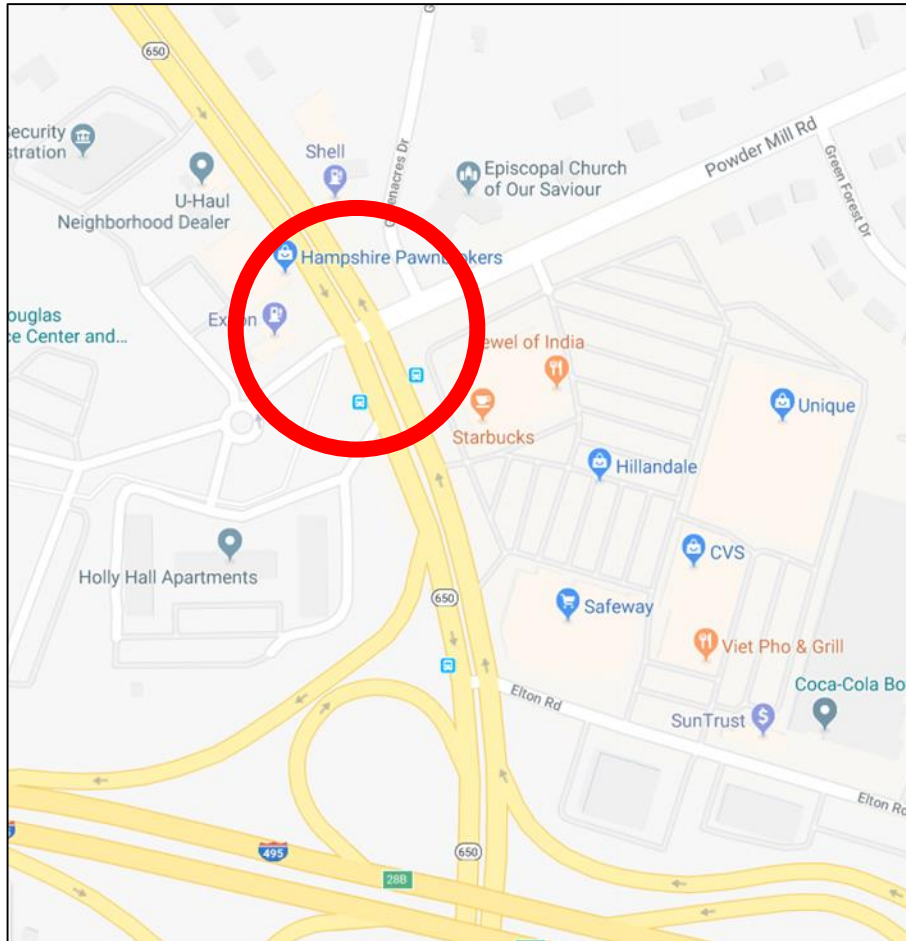
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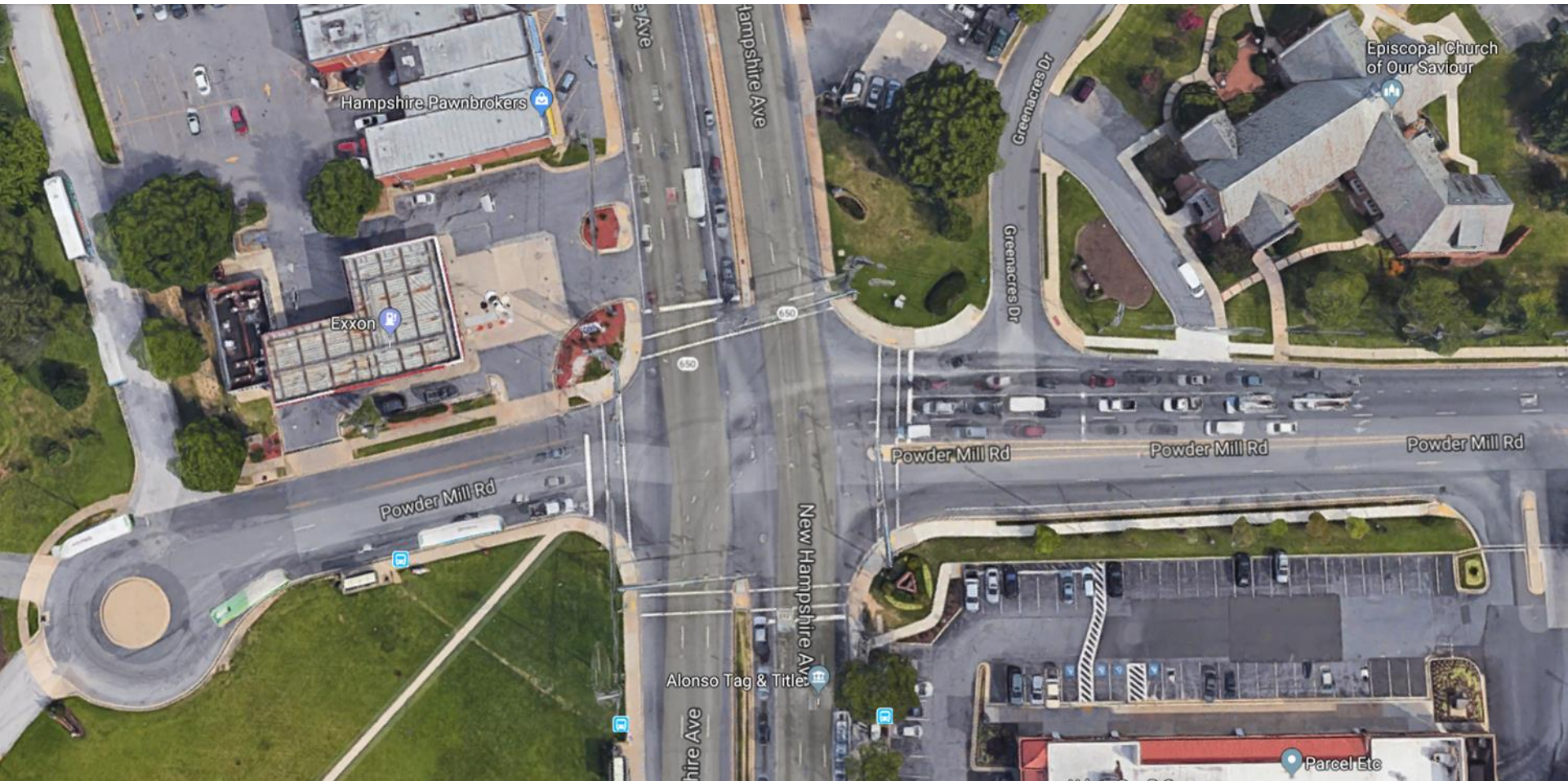
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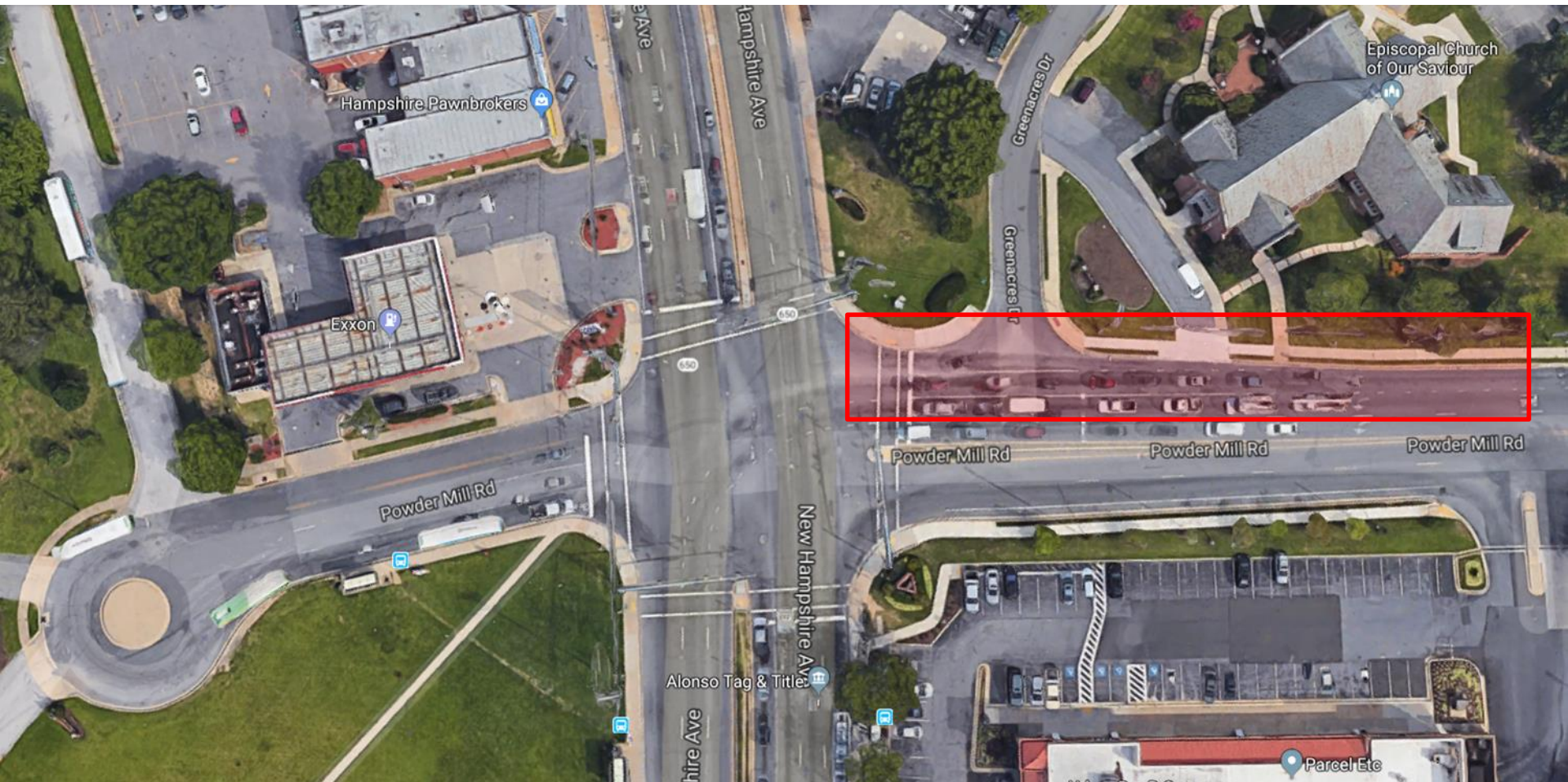
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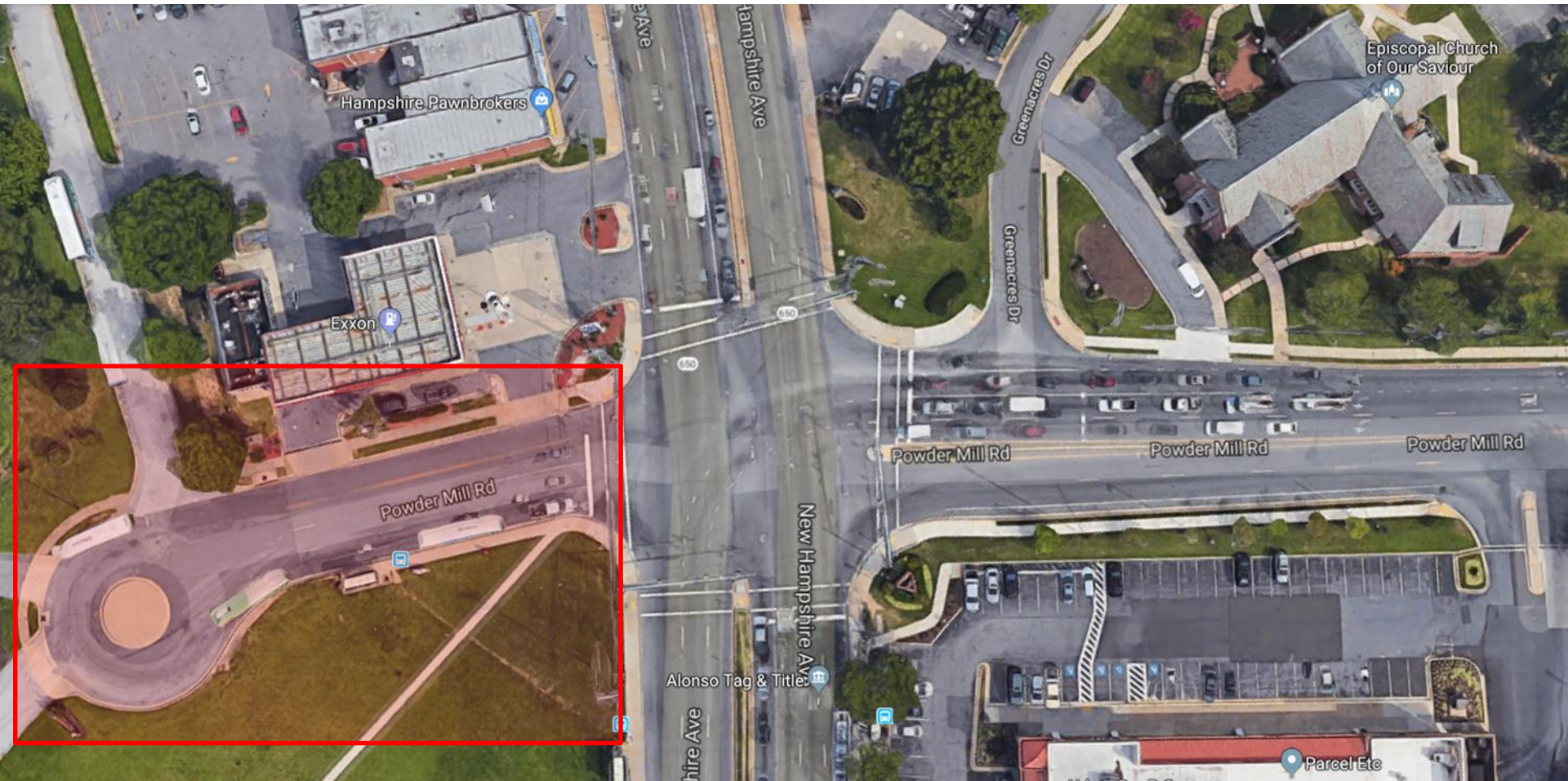


Widening + extending westbound right-turn lane



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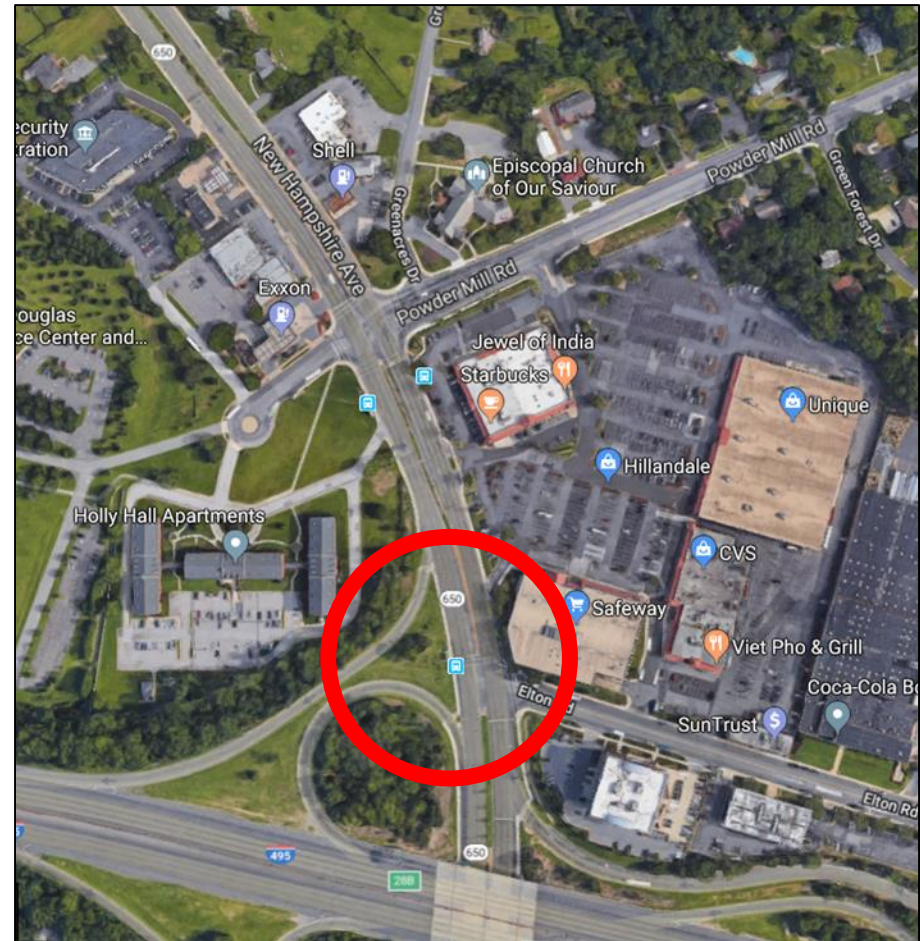
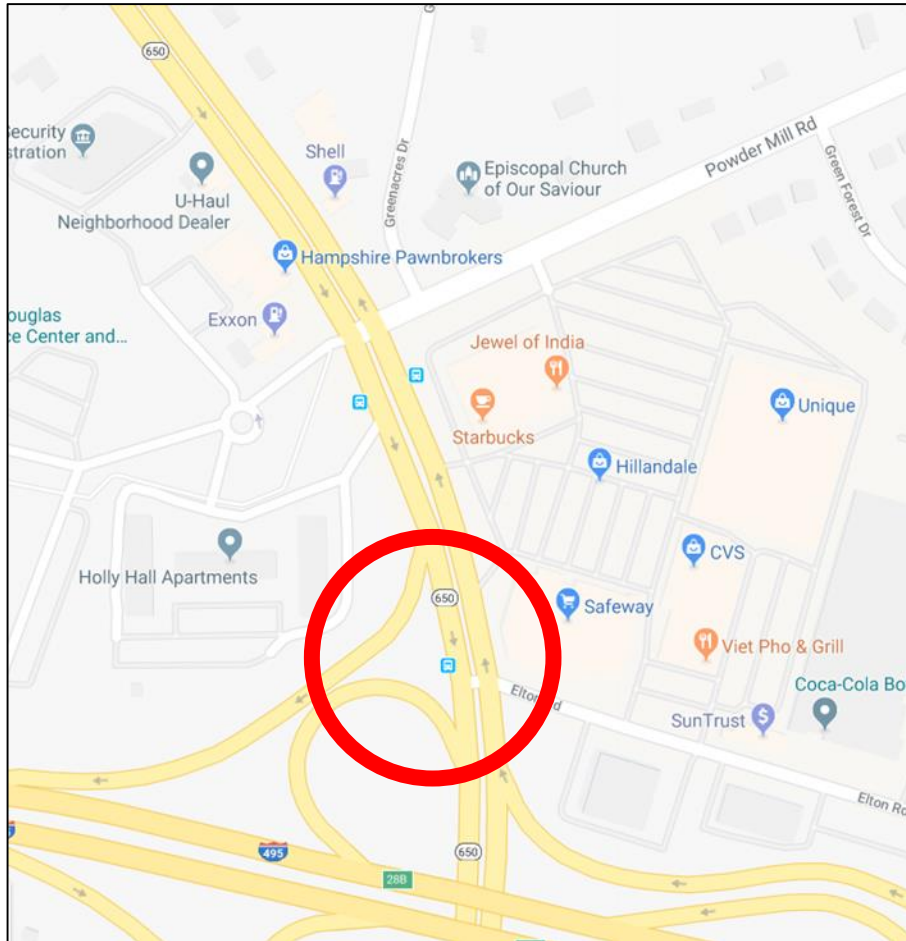


Widening eastbound approach from 3 to 4 lanes



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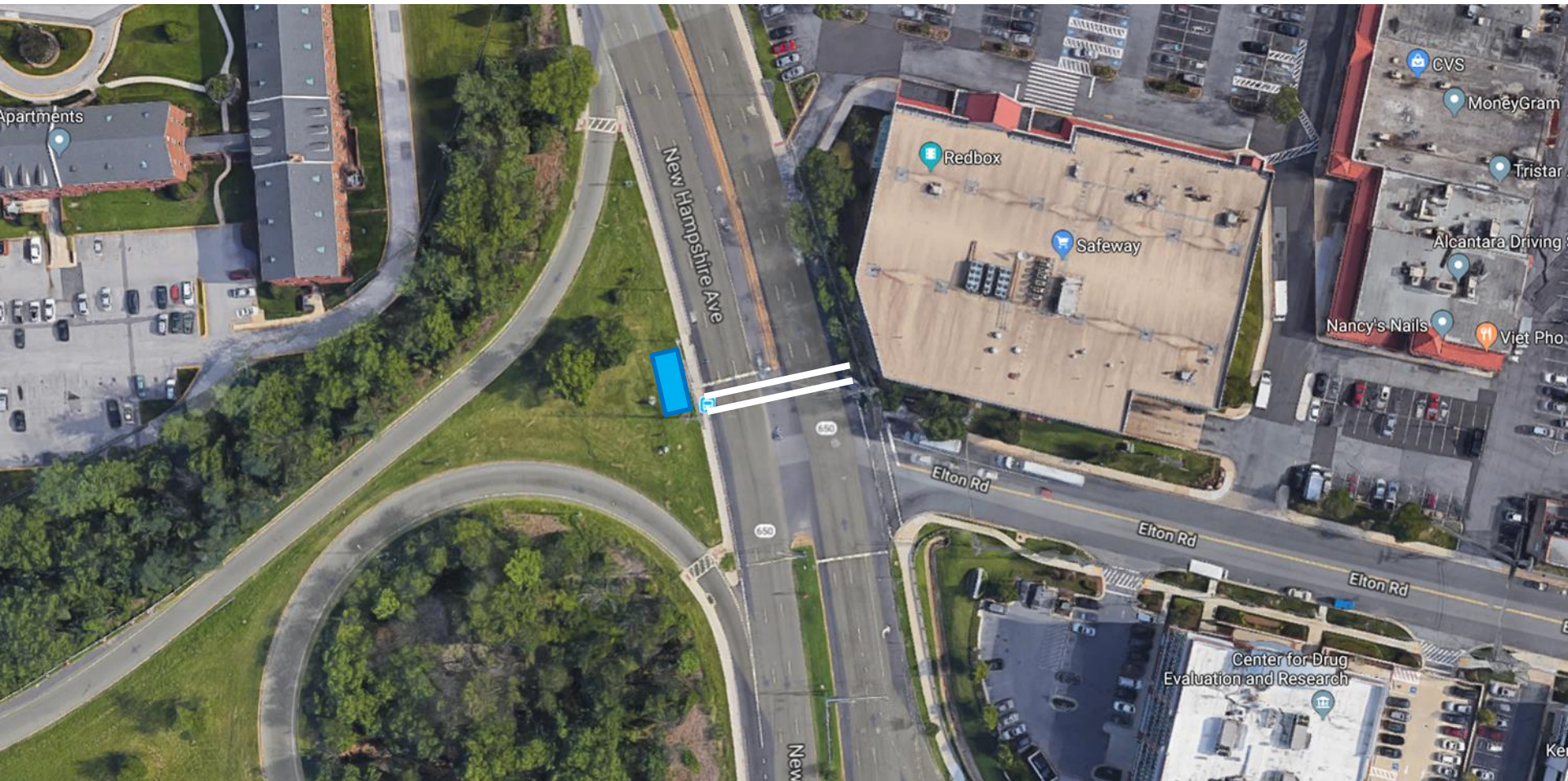
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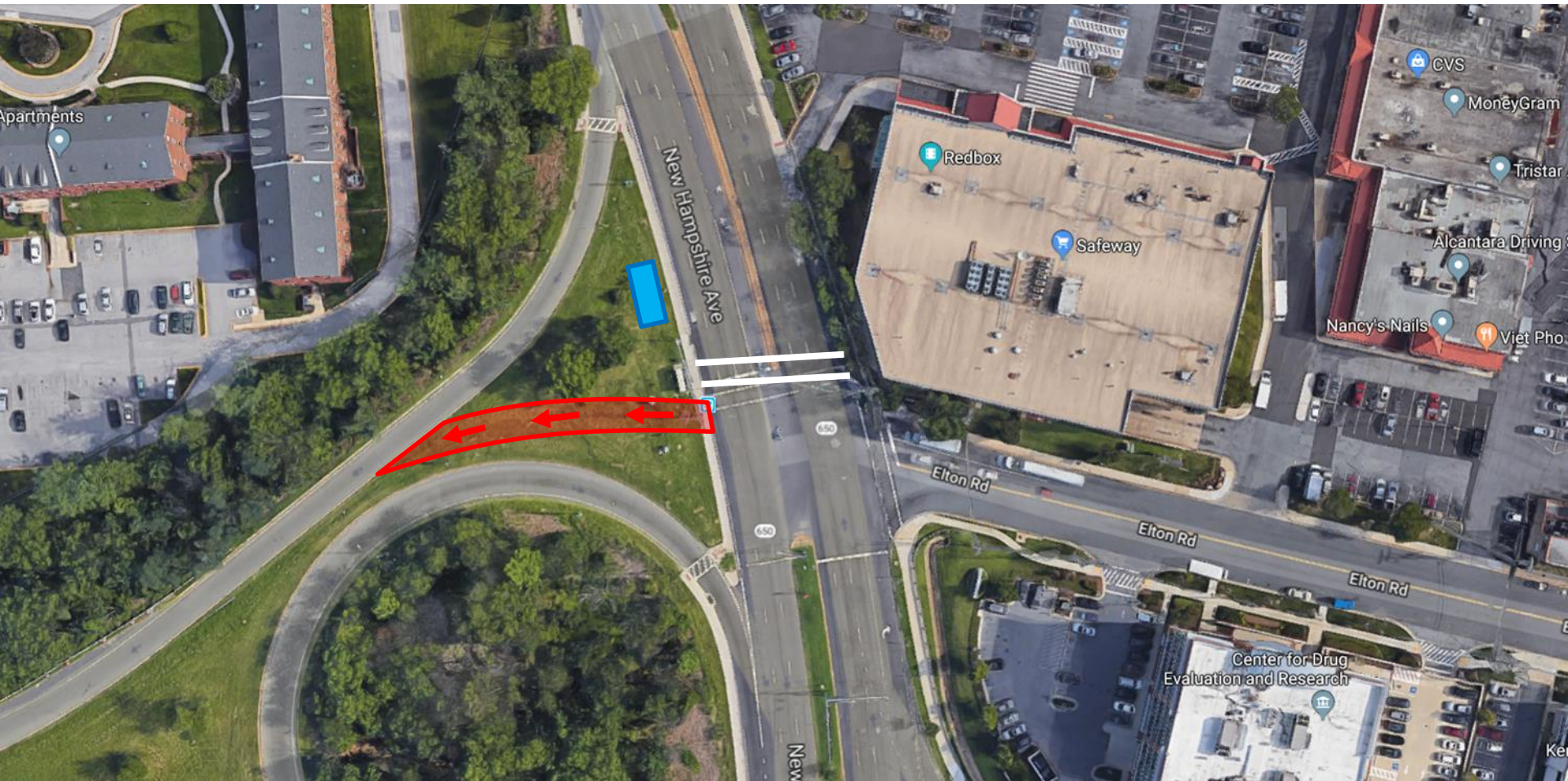


Slip-Ramp for Outer Loop On-Ramp



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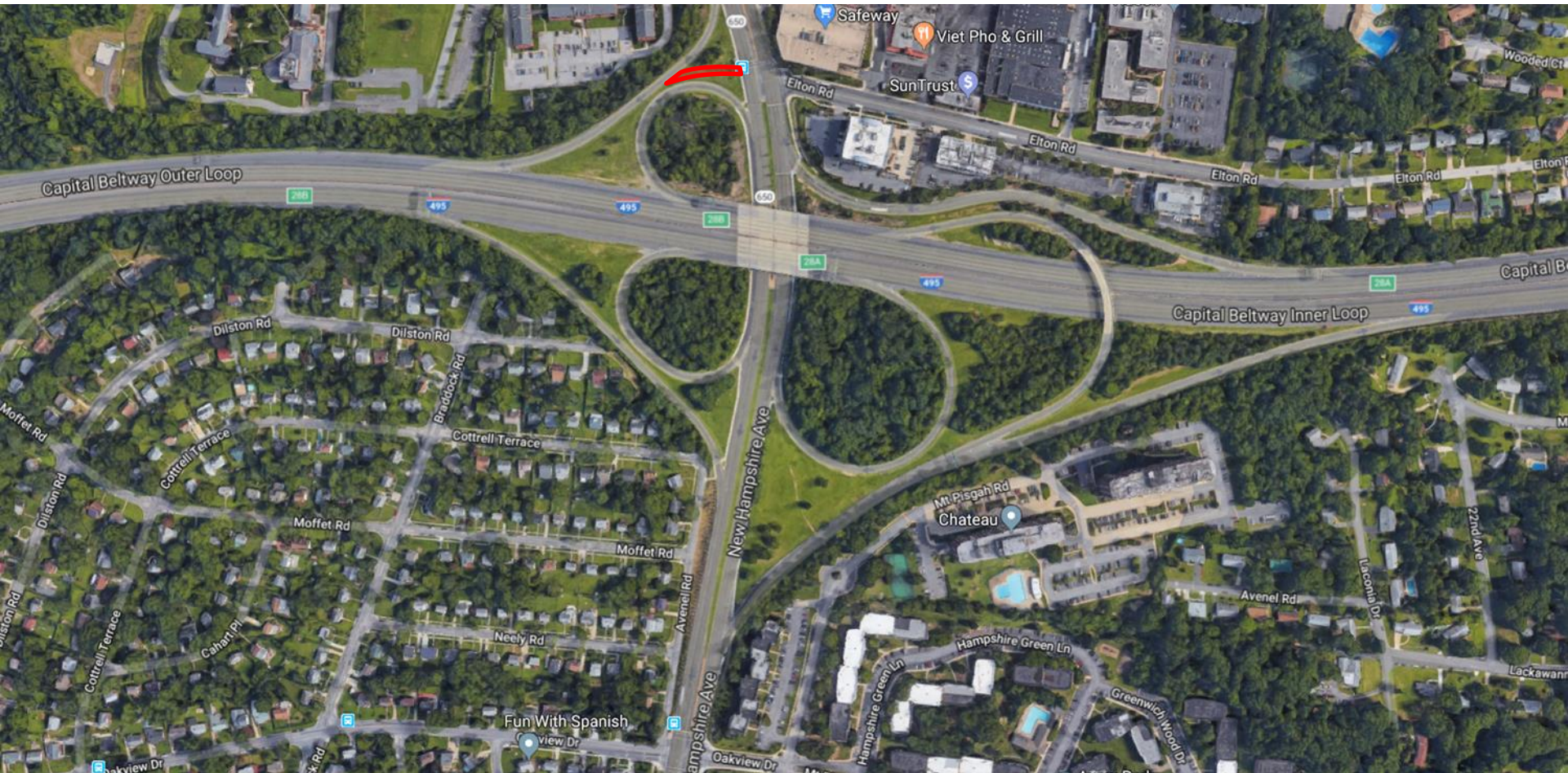


Only serves westbound Elton onto the Outer Loop



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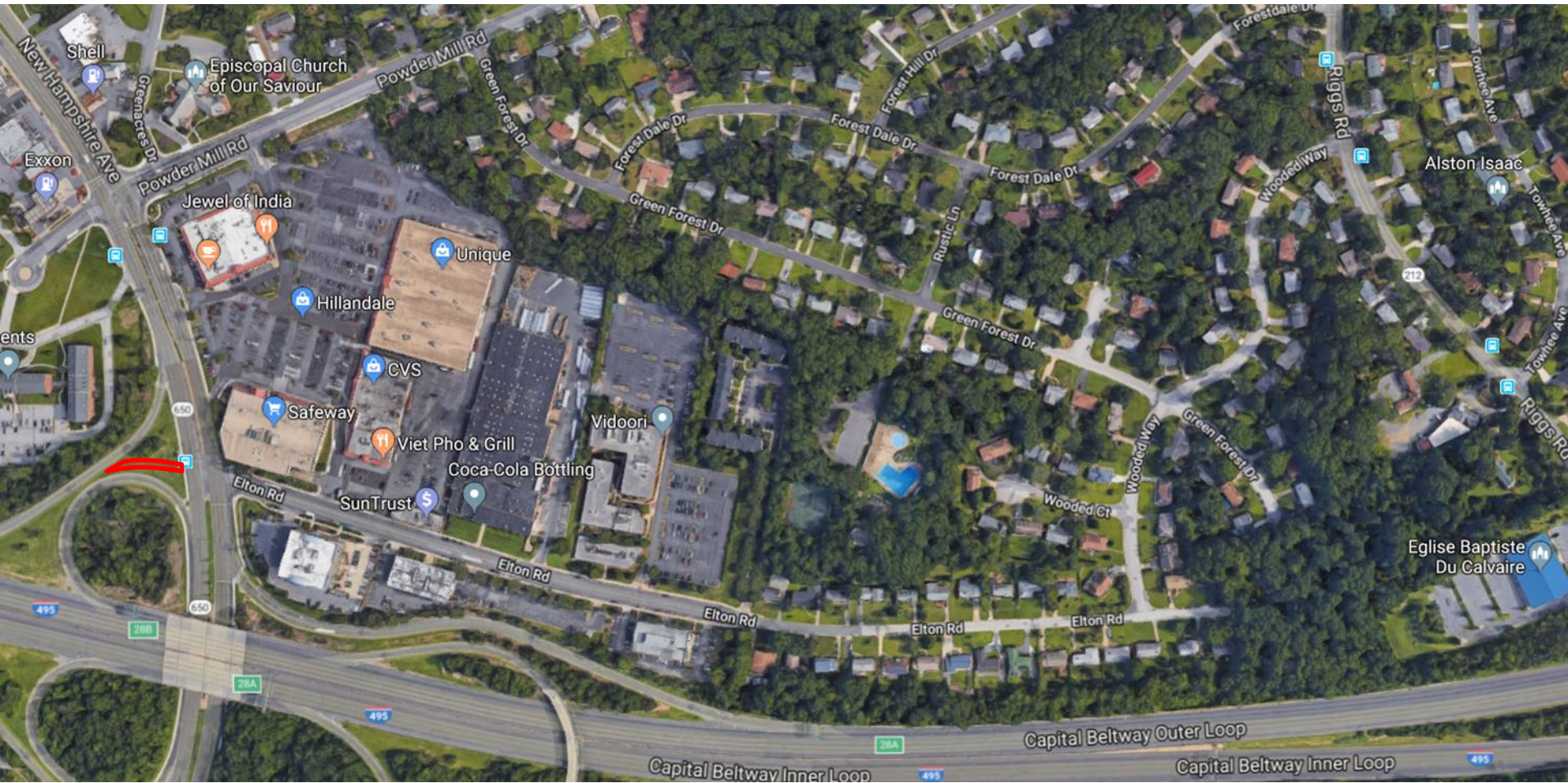


No northbound left-turns onto the slip-ramp



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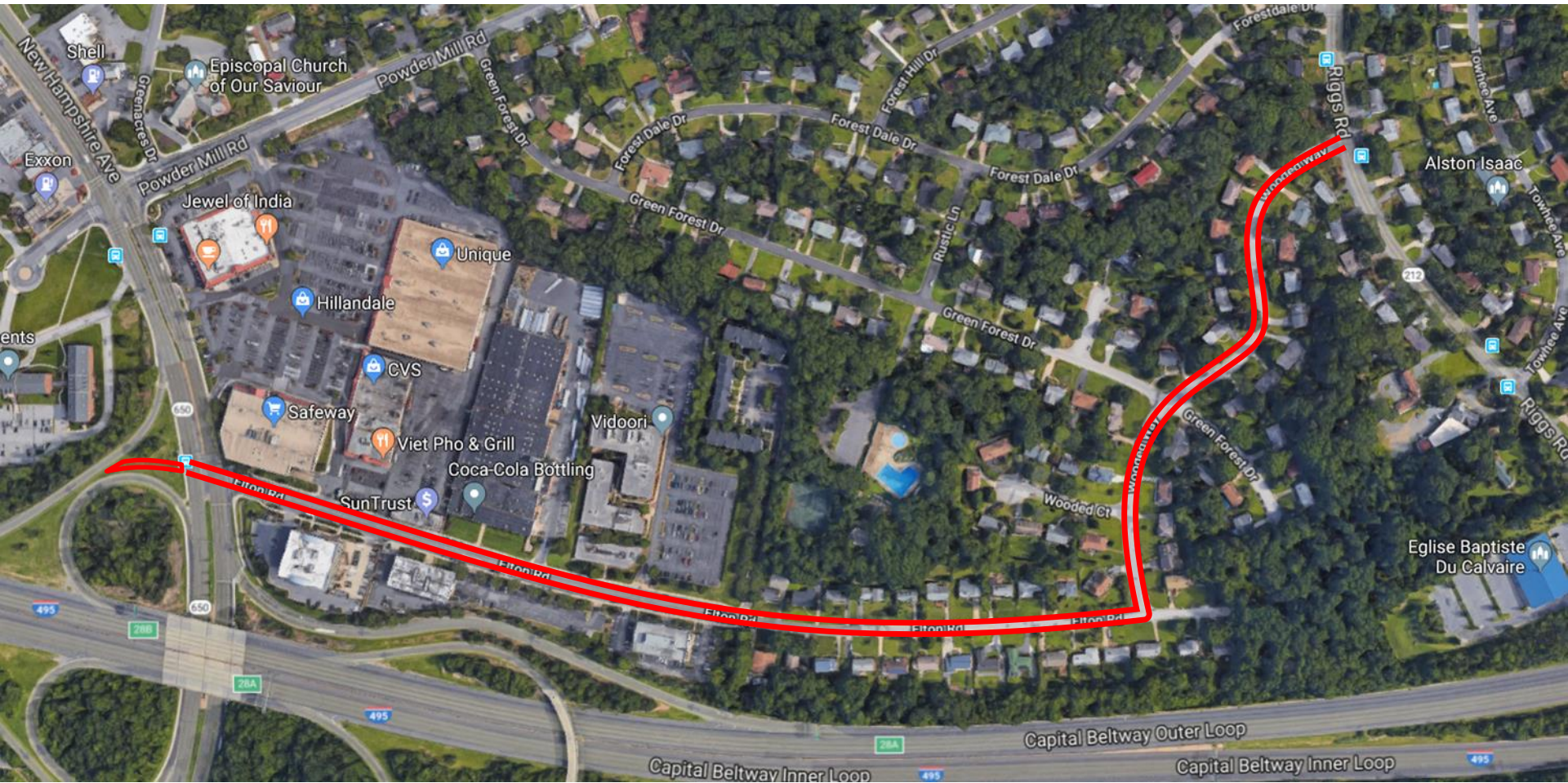


Along Elton Road and Wooded Way...



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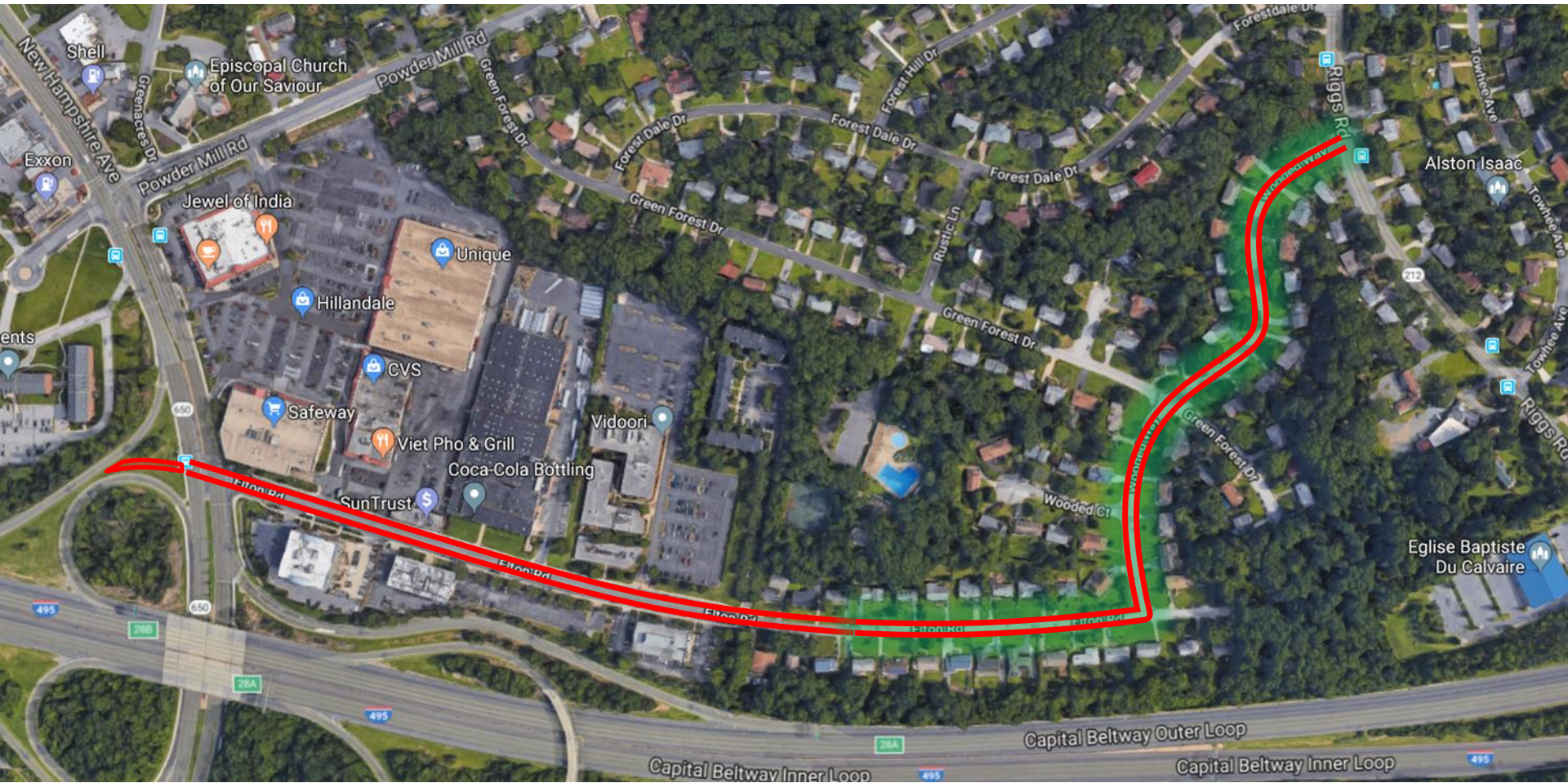


Long-standing cut-through concerns



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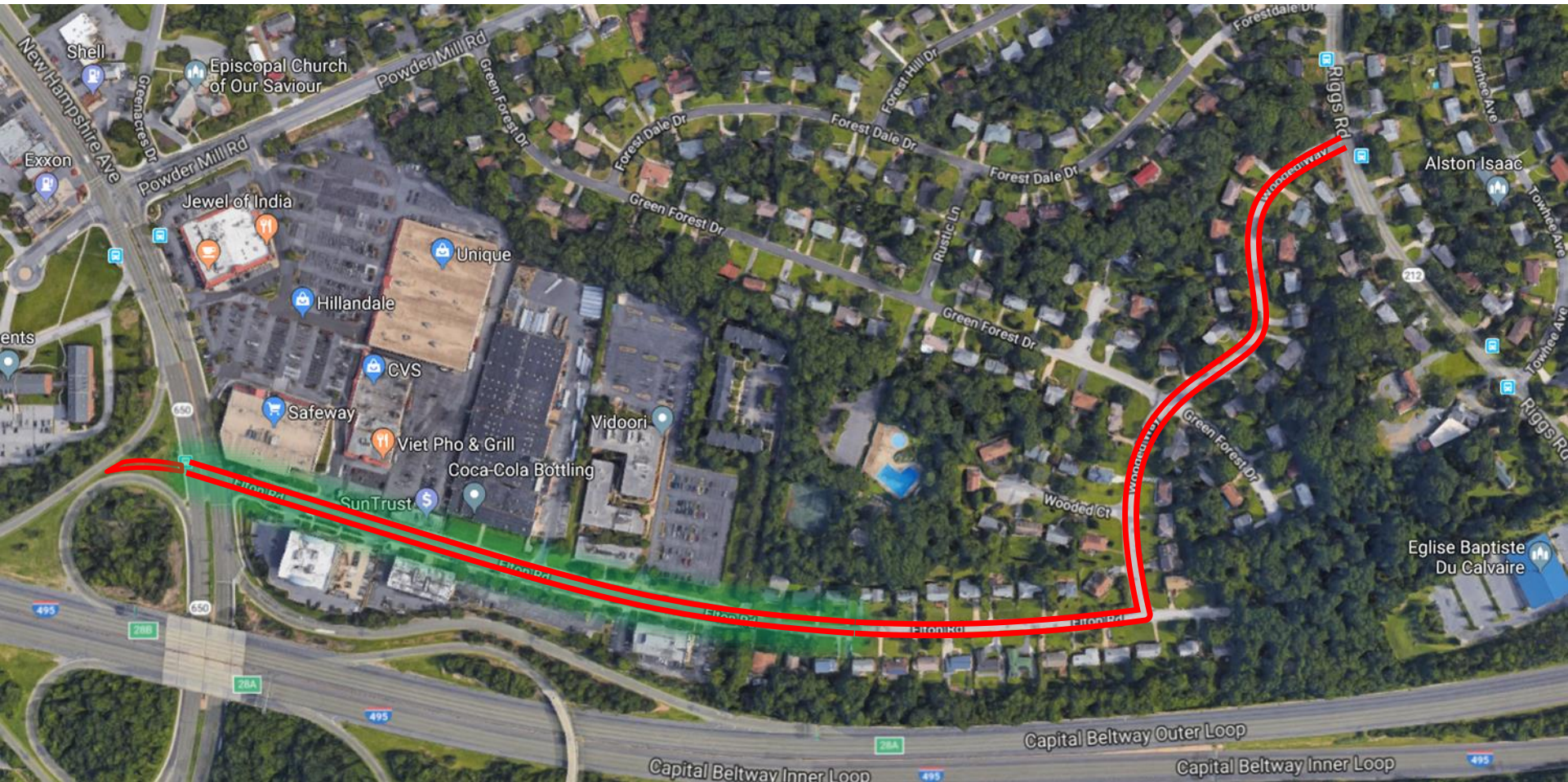


Prince George's DPWWT installing speed humps



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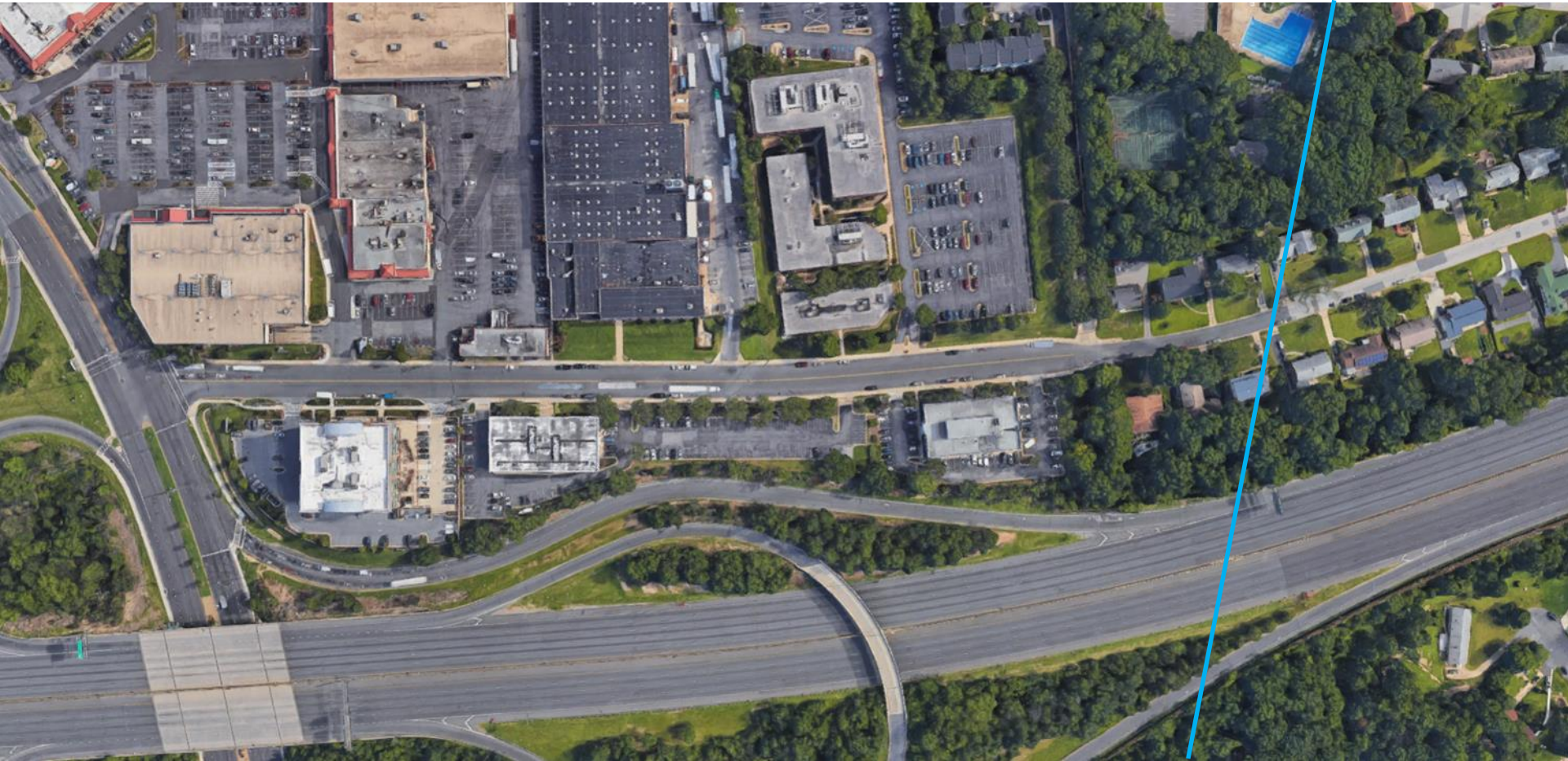


Is more needed on the Montgomery County side?



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MCDOT supports traffic calming along Elton Rd



# Alternatives

- What if we do not support the slip-ramp?
- The slip-ramp relieves traffic at Powder Mill.
- Additional efforts would have to be made in isolation at Powder Mill.

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# Alternatives

- Traffic will continue to worsen, even without local development.
- FDA Expansion
- Growth elsewhere to the north, including into Howard and Carroll Counties

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# Alternatives

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## ▪ Non-Auto Modes

- Walking
  - Biking
  - Transit (BRT and expansion of WMATA + Ride-On)
- 
- Part of a solution, but not able to solve the problem.



# Alternatives

- Widening the New Hampshire / Powder Mill intersection

- Why We're Here
- Getting Your Bearings
- LATIP Overview
- Hillandale Analysis Findings
- **Alternatives**
- What Comes Next & How to Get Involved

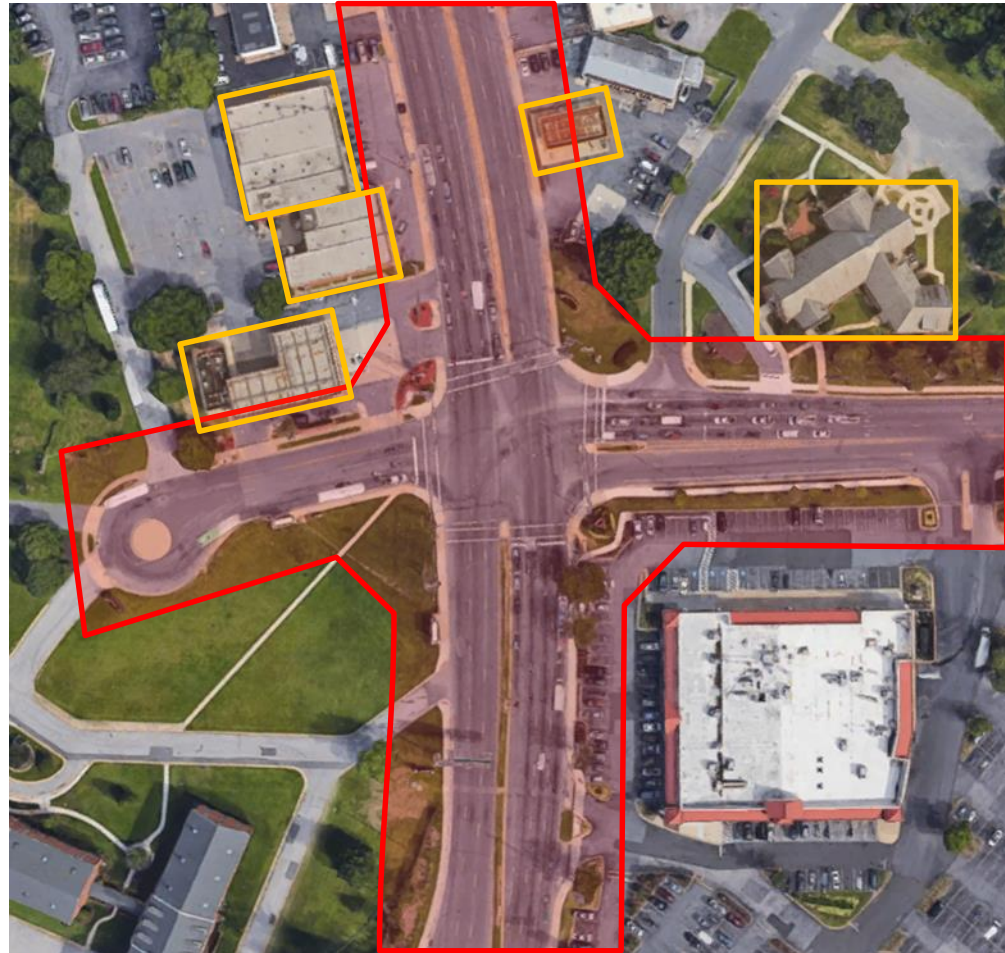




# Alternatives

- Widening the New Hampshire / Powder Mill intersection
- Major impacts:
  - Properties  
(including several structures)
  - Bicyclists & Pedestrians
  - Transit
  - Visual Aesthetic
  - Quality of Life

- Why We're Here
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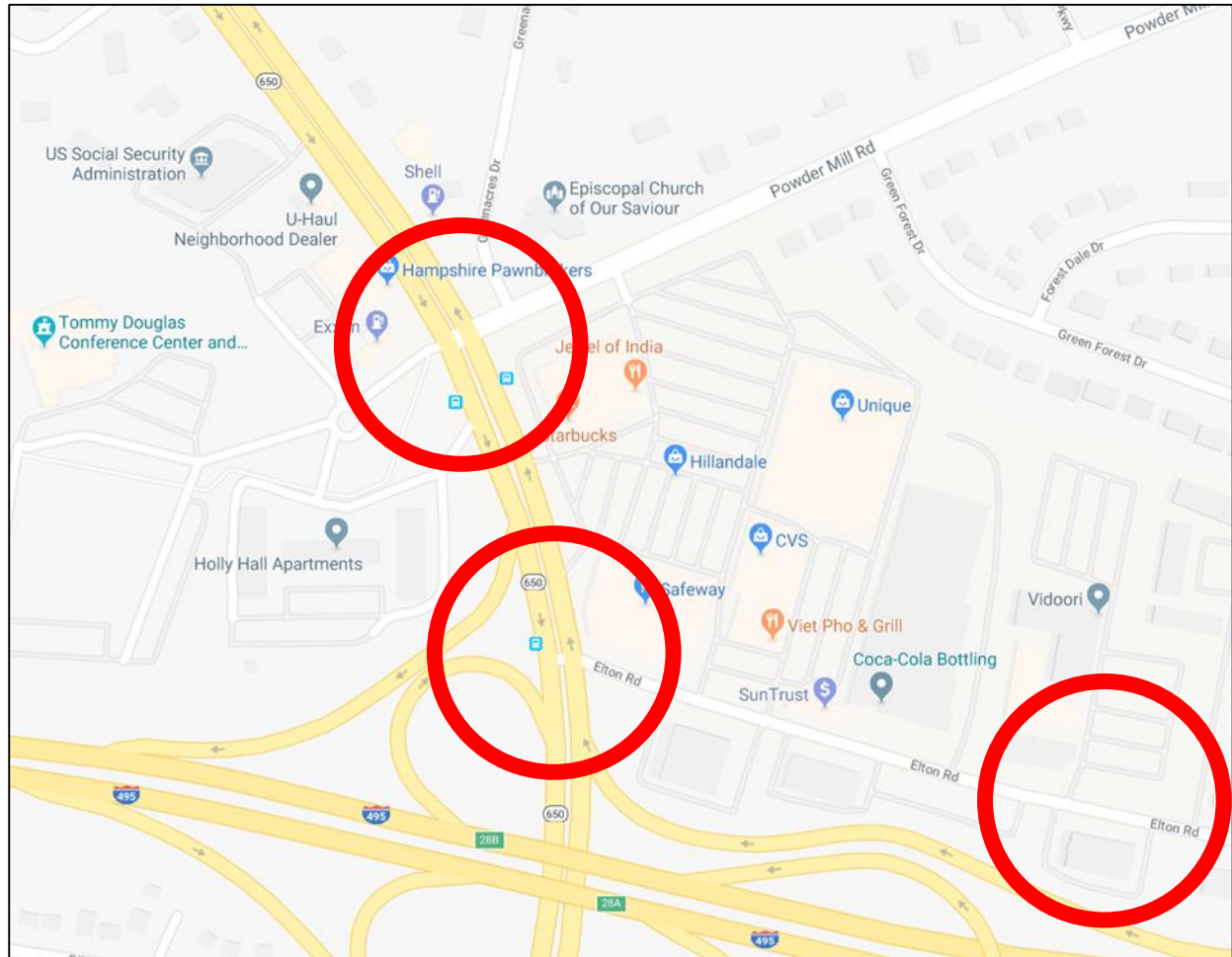




# What Comes Next How to Get Involved

- Why We're Here
- Getting Your Bearings
- LATIP Overview
- Hillendale Analysis Findings
- Alternatives
- **What Comes Next & How to Get Involved**

- Traffic Calming
- Public Hearing



# What Comes Next

## How to Get Involved

- Why We're Here
- Getting Your Bearings
- LATIP Overview
- Hillandale Analysis Findings
- Alternatives
- **What Comes Next & How to Get Involved**

- **We believe the current proposal offers high benefits at low impacts.**
- We recognize cut-through concerns & want to work with the community to address these issues.
- We intend to work with the Hillandale Citizens Association to identify what traffic treatments the community feels would work best along Elton Road.





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# What Comes Next

## How to Get Involved

- Why We're Here
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- **What Comes Next & How to Get Involved**

- Public Hearing
- Will be scheduled after identifying traffic calming treatments along Elton Road
- Anticipated this Summer



# What Comes Next How to Get Involved

- Why We're Here
- Getting Your Bearings
- LATIP Overview
- Hillandale Analysis Findings
- Alternatives
- **What Comes Next & How to Get Involved**

- Questions?



Peter Fosselman

Peter.fosselman@montgomerycountymd.gov